City of Seattle

Department of Planning & Development
D.M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Project Number:	3012183
Applicant Name:	Chris Broadgate, Wright Runstad & Company
Address of Proposal:	3800 Montlake BLVD NE (Husky Stadium)

SUMMARY OF PROPOSED ACTION

Land Use Application to allow demolition and reconstruction of Husky Stadium to replace the existing facility except for the north stands. Project includes 122,000 cubic yards of grading within the stadium foot print, the development of new structures for seating, programs and stadium support facilities, new sports medicine clinic and interior parking for 200 vehicles. No increase of seating or reduction in parking is proposed. The removal of two exceptional trees has been approved. Draft and Final Supplementary Environmental Impact Statements have been issued by the University of Washington.

The following approvals are required:

Streamlined Design Review (SMC 23.41.018)

SEPA - To impose conditions - SMC 25.05

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [X] EIS[1]

[ ] DNS with conditions

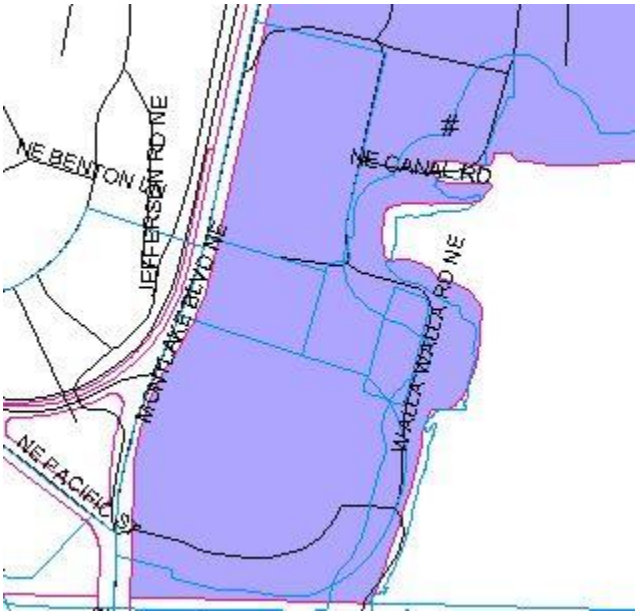
[ ] DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

[1] UW issued the Draft Supplemental Environmental Impact Statement on March 9, 2011 and the Final Supplemental EIS on June 10, 2011.

BACKGROUND INFORMATION

Site and Vicinity

Husky Stadium is located in the southeastern portion of the University of Washington Campus, bounded by the Softball Stadium, Walla Walla Road NE and Lake Washington to the east; surface parking, the Waterfront Activities Center, and Montlake Cut to the south; a future Sound Transit station and Montlake Boulevard NE to the west; and the Nordstrom Tennis Center, Graves Annex, the Dempsey Practice Facility, and Hec Edmundson Pavilion to the north. Note: project located in the southern area of the blue shaded parcel.



The project is located in the south end of the East Campus area and is designated Major Institution Overlay (MIO) with a 160 foot height limit. Nearby overlays include MIO–105' to the north, MIO-160'/MIO-37' to the south, MIO-160' to the east, and MIO-65' to the west. Husky Stadium is surrounded by intramural and Intercollegiate Athletics facilities housing athletic, academic, and administrative uses. To the west of the site is the Burke Gilman Trail; further to the west is the University of Washington Medical Center. West-northwest of the site is Rainier Vista leading northwest to the central campus. The Montlake Cut and the Montlake Bridge are located to the south of the site.

The area of development totals approximately 16.5 acres.

PROJECT DESCRIPTION

The proposal involves renovation of Husky Stadium. It would retain the north stands constructed in 1987 and provide for the following alterations:

- Demolish the lower bowl, west, east and south stands;
- Construct a new 70,000-square-foot football operations support building integrated into the new west end stands;
- Construct new south stands;
- Construct new east stands, including a new scoreboard;
- Remove the track and lower the field by 4 feet (track relocation is being currently reviewed under MUP 3012230);
- Construct a parking garage with approximately 200 spaces below the south stands; and,
- Relocate from off-site the UW Medicine Bone and Joint Clinic to the south end of the stadium.

Public Comments

Notice of Application was published on June 2, 2011, and the public comment period ended on June 15, 2011. No public comment was received.

STREAMLINED DESIGN REVIEW

Design Review Requirement

There are two trees on the project site that are designated as exceptional pursuant to the Tree Protection Ordinance (SMC 25.11). Both of these trees will be removed. The ordinance prohibits removal or relocation of exceptional trees without streamlined design review (a Type I decision):

> The Director may permit an exceptional tree to be removed only if the applicant demonstrates that protecting the tree by avoiding development in the tree protection area could not be achieved through the development standard adjustments permitted in Section 23.41.018 or the departures permitted in Section 23.41.012

DPD has reviewed the development standards applicable to this project as part of the Streamlined Design Review process. DPD concludes that there is no development standard adjustment or departures that, if approved, will allow the project to preserve an exceptional tree. DPD determined there are no adjustable or departable development standards that are applicable to development at this site. Development at this site is governed by the Campus Master Plan and not by the development standards of the underlying zoning. Therefore, protecting the trees through a development standard adjustment or departure is not possible in this instance. Therefore, removal of the exceptional trees is permitted.

The project proposal has been reviewed for compliance with the Priority Guidelines identified in the Design Guidance document. The proposal adequately addresses the priority guidelines.

SEPA ANALYSIS

Environmental impacts of the proposal have been analyzed in environmental documents prepared by the University of Washington. The initial disclosure of the potential impacts from this project was made in the Draft Supplemental Environmental Impact Statement for the University of Washington Stadium Renovation issued March 9, 2011; and the Final Supplemental Environmental Impact Statement issued June 10, 2011.

The Department reviewed the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this project was made in the environmental documents listed above. This information, supplemental information provided by the applicant and the experience of this agency with review of similar projects form the basis of this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

The following short-term impacts have been identified in the University of Washington's environmental documents: Noise from demolition, earthwork and construction; Construction related impacts including green house gas emissions, and truck traffic. Adopted Codes and Ordinances and other Agency review, such as the Noise Ordinance, Street Use Ordinance, Tree Protection Ordinance, Stormwater Code, Grading Code and PSCAA, will appropriately mitigate these and other use-related adverse impacts created by the proposal. Further, the University's environmental documents specify measures that will appropriately mitigate identified long-term impacts. However, further analysis and/or conditioning of some short-term impacts are warranted.

Noise

During construction, there would be a temporary increase in sound levels in the immediate vicinity and to residential uses south of the ship canal. The majority of this noise is due to the deconstruction (demolition) of the south stands and the use of heavy construction equipment (excavators, bulldozers, cranes, generators, etc.), and the hauling of soils and construction materials. The highest noise levels are likely to be associated with demolition and excavation which is likely to last one to three months in November 2011 to February 2012. Construction of new facilities is likely to have lower construction noise levels then the demolition activities.

Noise levels during construction will be expected to comply with University standards and the City of Seattle Noise Ordinance. Potential mitigation measures are listed in the FSEIS. These measures should be implemented as necessary to meet the requirements of the Seattle Noise Ordinance and may be used, at the University's discretion, to obtain a higher degree of mitigation than required. To ensure that impacts from the increased sound levels to the surrounding uses in the vicinity, including the residential uses located south of the ship canal, are mitigated a Construction Management Plan will be required. The Construction Management Plan is intended to anticipate and reduce the potential noise impacts from demolition and construction activities on adjacent properties and residential uses located south of the ship canal. Management practices shall be established and at a minimum include technological and operational noise control measures to reduce the amount of sound generation, and reduce the transmission of demolition and construction noise to off-site receivers through sound-containment measures. This plan will be coordinated with the DPD Noise Abatement Office (DPD), SDOT and Wright Runstad & Company (developer).

The plan will include the following elements:

1. Construction Communication - including a Contact and Community Liaison.
2. Construction Hours and Sensitive Receivers - identifying demolition and construction activities within permissible construction hours.
3. Construction Noise Requirements - all demolition and construction activities shall conform to the Noise Ordinance, except as approved through the variance process.
4. Measures to Minimize Noise Impacts – list of measures to be implemented to reduce or prevent noise impacts during demolition and construction activities during standard and non-standard working hours.
5. Construction Milestones – a description of the various phases of demolition and construction, including a description of noise and traffic generators, and anticipated construction hours for each phase.
6. Construction Noise Management – identify techniques to minimize demolition and construction noise including: timing restrictions, noise reduction construction technologies, process modifications. These techniques may go beyond code requirements.

Construction Impacts

The project is likely to cause some minor soil erosion from grading and other site work while the earth is exposed during construction. This may cause decreased air quality due to dust and other particulates produced by construction equipment and operations, and tracking of mud and dirt onto adjacent streets by construction vehicles. These air and earth impacts are expected to be minor in scope and would be limited to the period of site preparation, estimated to be about three months. Several adopted City codes and ordinances provide adequate mitigation. The Street Use Ordinance provides for watering the streets to suppress dust; the Grading Code and Stormwater Code provides for mitigation of earth impacts related to grading and excavation, such as soil erosion and runoff and the Seattle Building Code provides for appropriateness of construction measures in general.

Approximately 101,560 cubic yards of cut material and 20,000 cubic yards of fill will result from the project. Truck related traffic from construction workers and equipment will impact roadways in the vicinity of the project site. Truck traffic associated with site excavation and grading will also impact area roadways. The Project will produce approximately 8,104 truck trips (assuming trucks removing cut arrive empty and trucks delivering fill depart empty) impacting local and regional roadways. Truck trips associated with excavation will be distributed over multiple days and during non-peak times. In addition to excavation-related truck traffic, materials and machinery deliveries are also anticipated.

Construction activities including worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increased carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions.

The proposal will displace some surface parking near the project. There is both structured parking and surface parking located on campus within several blocks of the project sites. The several surface lots around the proposal have excess capacity on non-game days that can accommodate construction-worker parking and parking for any dislocated parking permit holders. This temporary loss of parking is not anticipated to be significant.

Cumulative Transportation Impacts have been identified in the UW Environmental Documents. Specific projects occurring concurrently and will contribute to truck trip traffic on roadways are the Sound Transit Light Rail Station, Montlake Triangle and Evergreen Point Bridge Replacement. The renovation of Husky Stadium between December 2011 and August 2012 will be substantially completed prior to major construction activities for the Montlake Triangle and the Evergreen Point Bridge Replacement. However, the Sound Transit construction activities will coincide with the stadium renovation work. The transportation analysis includes Sound Transit truck trips in its assessment of impacts. The transportation analysis concludes that limiting truck trips to non peak hours and defining specific truck routes will mitigate identified impacts.

In order to mitigate impacts from construction worker vehicles and truck trips and to ensure coordination with the Seattle Department of Transportation on Haul Routes and street use permits, the Construction Management Plan will include the following elements:

1. Construction Parking Management – construction workers will be encouraged to park in designated on-site parking areas.

2. Construction Traffic/Street and Sidewalk Closures - demolition, earthwork excavating, concrete and other truck routing plans will be developed and submitted for approval through SDOT. Truck routing plans shall include limitations on hauling of debris, earth and construction materials during Peak Hours. Traffic and pedestrian control signage and flaggers will be used as necessary to facilitate traffic and pedestrian flow per the requirements of any street use permit issued by SDOT. Sidewalk Closures with phasing and timing if necessary.

Long-Term Impacts

The following long-term or use-related impacts were identified in the University's environmental documents: noise; land use; aesthetics; light and glare; energy and natural resources; climate change and greenhouse gas emissions; historic and cultural resources; and transportation.

Historic and Cultural Resources

Because the stadium has been altered and is not eligible for listing on the national or state historic registers, and the City Landmarks Preservation Board has determined that the stadium does not qualify as a City landmark, (LPB 89/11) formal impacts are unlikely and further conditioning is not necessary.

Transportation

Transportation impacts from the number of trips generated during game day and traffic management programs will remain essentially the same. The parking supply is slightly greater than the No Action alternative, but slightly less than existed prior to Sound Transit light rail station construction. As a result, the number of automobiles parked on game days would change negligibly. This is within the variability in attendance experienced at games within a season.

DPD concludes that no further mitigation for long-term traffic and parking impacts is warranted.

Other

Adopted Codes and Ordinances such as the Noise Ordinance and Land Use Code will appropriately mitigate other use-related adverse impacts created by the proposal. Further, the University's environmental documents specify measures that will appropriately mitigate identified long-term impacts. No further mitigation is warranted.

SEPA CONDITIONS

Prior to Construction Permit Issuance (including grading, demolition and construction)

1. A Construction Management Plan shall be approved by DPD and SDOT.

Signature: (signature on file) Date: August 15, 2011
Stephanie Haines, Senior Land Use Planner
Department of Planning and Development
Land Use Services

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